

# British Win 2-Mile Line Near Bapaume

## CITY MILK SUPPLY CUT; SHORTAGE DUE TO-DAY

### Dealers Threaten Anti-Trust Suit to Win Price Fight.

## DAIRY LEAGUERS PLAN INVASION

### To Sell Direct Here, They Say—Companies Defy Farmers.

Milk producers and milk distributors squared off yesterday for a finish fight upon the demand of the producers for more pay for their goods. The prospect was they might punish each other, but the heaviest blows would fall upon consumers here. Hospitals, hotels, public institutions, prudent housewives, users of milk of every degree, made preparations to do with less milk or even, where it was possible, with no milk at all.

The chief developments of the day were:

The leading distributors announced they would deliver to-day and for an indefinite period thereafter 60 per cent of their normal supply. Leaders of the Dairywomen's League scoffed at these figures, saying more than 25 per cent would be on hand.

League to Cut Price.

The league announced a plan to sell milk through New York's retail butchers at a reduction of 2 cents a quart over the prices now charged.

Luton Horton, president of the Sheffield Farms-Slawson-Decker Company, made public a letter to Attorney General E. A. Tamm, demanding anti-trust prosecution of the dairymen and John Dillon, state Commissioner of Foods and Markets, who has acted as their leader.

Unorganized dairymen from states as far north as Maine began sending their product to the distributors here to replace the supply withheld by the members of the league.

Here is what the three big companies which together furnish New York with one-half her 800,000,000 quarts of milk a year promise for to-day:

Sheffield Farms-Slawson-Decker Company—50 to 60 per cent of normal supply.

Mutual-McDermott Dairy Corporation—75 per cent of normal supply.

Borden's Condensed Milk Company—50 per cent of normal supply.

Dealers to Give Battle.

These percentages, officials of the companies stated yesterday, would not decrease as long as the Dairywomen's League withheld its supply of milk unless some unforeseen factor entered the fight and allied itself against the distributors. In other words, from the point of view of the milk companies, the "famine" is not going to be a famine at all.

But the dairymen think otherwise. Their ultimate object, as outlined yesterday by Commissioner Dillon, is to organize a cooperative distribution plan for the city that will eliminate the big milk corporations now doing business in New York. Mr. Dillon insists that this will come in the near future, and that the plan of selling through butchers, at the lower prices, is scheduled to take place just as soon as necessary arrangements can be made.

Pasteurization an Obstacle.

The one seemingly insurmountable obstacle in the way of carrying out the league's plan lies in the fact that the city health requirements demand that only pasteurized milk be sold within the limits of greater New York. With the exception of about twenty small pasteurization plants in various parts of the state, the big concerns that are supplying the dealers own or control the means of pasteurization.

Plans for the construction of several big plants for the treatment of the city's milk are under consideration by the "Producers' League," according to its officials. It is admitted, however, that these and the other plants available to the farmers would not be sufficient to handle any considerable percentage of the milk required for the city's consumers.

Dillon Charges Oppression.

Commissioner Dillon declared that the present outbreak was the result of a generation of oppression, during which the man who owned the farm had been compelled to accept anything the dairymen decided to give him for his product. He cited instances

## MAIL SEIZURE NOTE SAVED IN SHIP FIRE

### Officials, Awaiting It, Think It Was on the Philadelphia.

Washington, Oct. 1.—The British note on mail seizures, officials here now believe, will reach the State Department early this week.

Embassy advices indicate that it probably was sent from London to this country on the Philadelphia, which arrived at New York to-day. Dispatches from that port have stated that the mails carried by the American Line were unharmed by the fire on the ship. All the sacks were in a forward hatch, far from the blaze, but as a precautionary measure they were moved upon docks when the blaze was first seen.

## LINER, AFIRE, RACES TO PORT

### Few of 646 on Philadelphia Knew of Midsea Blaze.

With a fire still burning in one of her cargo holds and smoke belching from her two funnels, the American liner Philadelphia raced into port yesterday five hours ahead of time to discharge her 646 passengers from Liverpool. The blaze, which presumably had been smoldering for several days, was not discovered until late Thursday afternoon when the Philadelphia was 800 miles from New York. A steward noticed that the floor in the steerage dining saloon was hot, and an investigation was ordered immediately.

Captain H. Candy, accompanied by Chief Engineer Joyce, went below to hold No. 7, which is far aft directly beneath the steerage quarters. There he found several thin spirals of smoke coming from the hold. The captain ordered a full head of steam turned into the hold, fearing to remove the hatches and allow the blaze to feed on the rush of air.

Several hours later when the fire was thought to be quenched he ordered the steam turned off and the hatches removed that he might investigate the damage.

Crew Driven Back.

A first hatch was lifted a burst of flame, steam and smoke drove the crew back, and it was several minutes before the hatch could be securely battened down. The steam was turned on again, and was still pouring into the hold when the Philadelphia docked.

Shortly after the fire was discovered all the steerage passengers were moved to other quarters, the officers giving the reason that the baggage beneath them had to be tabulated before arrival. No mention of the fire was made to the passengers, and only a scant five in the first cabin who were aware of its existence.

Among the latter was Dr. Joseph Hyne, a celebrated New York neurologist.

"On Thursday evening, when I learned of the fire, I felt no excitement," he said, "as I believed we would get ample warning to leave in the ship's hour should that necessity arise. Everything went on as usual, with the exception that the forward hold was opened and all the mail and much of the passengers' luggage brought on deck. The only indication that anything was amiss below were the stewards, all of whom appeared unusually nervous. Instead of the ruddy glow, many of the table stewards appeared quite pale, and talked only in whispers."

## FALSE ALARM COSTS LIFE OF FIREMAN

### Thrown from Truck at Turn in Harlem, Falls on Head.

Thrown from a fire truck yesterday, Raphael Fox, a fireman of 737 Crotona Parkway, The Bronx, received injuries from which he died in Red Cross Hospital.

The truck, which is stationed at Amsterdam Avenue and 101st Street, was responding to a false alarm sent from West 101st Street. As the machine turned out of Amsterdam Avenue into 101st Street Fox was thrown from the rear board, falling on his head. He died before he could be placed on an operating table.

## STUYVESANT FISH, JR., UNHURT AS CAR TURNS

### Auto Breaks Telegraph Pole After Steering Gear Jams.

Stuyvesant Fish, Jr., had a narrow escape when the steering wheel of his car jammed as he hit the brick pavement in front of St. Mark's Church, at Tarrytown, early yesterday and the car crashed into a telegraph pole.

The force of the smash broke the pole off at the bottom and the car turned over. Mr. Fish rolled out on the lawn and escaped with scratches. He was on his way to his home at Garisons.

## SHERMAN WAS WRONG! ROOKIES ARE FREEZING

### It's 33 and Snowy as Plattsburghers Go Deer Hunting.

Plattsburgh, N. Y., Oct. 1.—The pup tents on the plains of Chubbuck were white with snow when the rookies, shivering in a temperature of 33 degrees, tumbled out at reveille this morning. The snow flurry started at 8 and lasted an hour.

The camp was soon buzzing with parties, supplied with automobiles and sporting rifles, who visited the Adirondack for the first day of the deer season. As no maneuvers were planned for the day permission was given those who didn't want to don their citizen's clothes and visit Monticello and other points across the Canadian border, only four miles from the camp at Chubbuck.

The machine gun troop and three troops of cavalry left the camp in the afternoon to bivouac for the night at Ellensburg Centre. The war game will await report before acting in Anti-Trust Suit.

## WOODBURY TO PROBE MILK SITUATION HERE

### Awaits Report Before Acting in Anti-Trust Suit.

Albany, Oct. 2.—Attorney General Woodbury to-night declared that before any action was taken against the Dairywomen's League, on grounds that it is a combination in restraint of trade, his department first would fully investigate the situation.

The Attorney General said he had received complaints against the action of the milk producers in refusing to sell milk except through the league, represented by John J. Dillon, sent in New York by John J. Dillon, State Commissioner of Food and Markets, and that an investigation would be started immediately.

## MOB WRECKS YONKERS CARS; JITNEYS HELP

### Two Trolleys Stoned Back to Barn—Third Interned Here.

The Yonkers Railroad Company attempted at noon yesterday to resume operation of its cars on rails rusted by three weeks of disuse.

From that time until 5 o'clock in the evening, when the company hoisted the white flag, the ordinarily tranquil suburban city was the scene of rioting.

A vast crowd of sympathizers, including many women, participated in the disorders. Practically the entire Yonkers police force of 200-odd men was rushed out on riot duty, but clubs were futile against the storm of bricks and bottles that rained on each of the three cars sent from the barns. Only one got as far as the New York City line, and that never got back to the barns.

Cane Leads Attack on Strikers.

Leslie Sutherland, vice-president and general manager of the company, with a silk hat for a helmet and a cane for a sword, generalised the operating forces. He detailed Henry Frisbeck and Edward Dailey, starters, to take out the first car. The two were chosen because of an ordinance requiring that car crews have at least fifteen days' experience on Yonkers streets.

It was a few minutes before noon when the car rolled from the barn, and the streets were thronged with crowds returning from church. At Riverdale Avenue, a block away, a stationery crowd of 1,600 blocked the Main Street intersection.

Frisbeck, caged in by wire screens, was at the controls. Dailey, standing behind the wheel, was at the controls. The passengers were policemen.

According to its sign, the car was going to connect with the subway at Van Cortlandt Park. Its first stop—made of necessity at Riverdale Avenue, since the crowd did not budge at the clang of the gong—was destined to be the end of the trip.

Conductor Hurled to Street.

A large man banged on the door at Dailey's end. In the absence of order against taking passengers, Dailey swung the door open. The large man clung on the platform.

The large man grabbed the hand and tanked, and an instant later the acting conductor was being used as a combination football and punching bag. The policemen flew to the rescue of Dailey, which gave the mob opportunity to drag Frisbeck from his post.

Those of the strike sympathizers who could not climb in with ease of the car began to throw bricks and whatever else came to hand. Every window in the car had been broken by the time Mr. Sutherland arrived in his motor. He attempted to rearrange the mob. But, although no attempt was made to harm him, he failed to get an audience. Dailey and Frisbeck had been called to run the car back into the barns. The crowd let it escape, believing the company would quit suits for the day.

Within a half hour, however, another car started over the same route. This got as far as Getty Square, two blocks away, where the mob was waiting. In the meantime the crowd had tripled in size. John Walsh and Frank Buzzard, non-union starters, serving respectively as motorman and conductor, met the fate of Frisbeck and Dailey. The small police guard again was helpless.

Second Car Driven Back.

Again bricks flew, and the second car was as much of a wreck as the first when it regained the shelter of the barns.

At 3 o'clock Mr. Sutherland, still un-

## CREWS BEATEN; 19 ARRESTS MADE

### Traffic Auto Drivers Block Lines—Mayor Halts Mt. Vernon Riot.

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## 4TH ZEPPELIN IS SHOT DOWN NEAR LONDON

### Crowds Cheer as Giant Raider Falls in Flames.

London, Oct. 2.—Another Zeppelin has fallen victim to London's guns. Germany's super-airships carried out last night their fourth raid on England within a month, and for the third time in a month returned from the attack with their number lessened.

The hostile craft appeared above the east coast about 9 o'clock and dropped several bombs there. Then they swept off in the direction of London. They were sighted here shortly before midnight. A score of powerful searchlights picked them up and the anti-aircraft guns began throwing a deluge of shells around them.

One of the Zeppelins was hit. As it plunged toward the earth, a little to the north of the city limits, it was observed to be in flames. The flare from the burning monster grew brighter as it dropped, and the great crowds assembled on the streets and bridges cheered the spectacle.

Advices from the suburbs of London give graphic accounts of the manner in which the Zeppelin fell. It began to descend slowly and then dropped fast, the blaze lighting up the countryside for many miles like day.

The War Office statement issued at midnight reported that the raid was still in progress, with some of the raiders still in the vicinity of the city.

Three other Zeppelins have suffered the fate of this last victim since September 1. One fell in flames in the London district during the raid of September 2; two were destroyed in the raid of September 23. In the first of these attacks two persons were killed, while seventy-four lives were taken in the second.

No statement of the casualties or damage incurred in last night's raid is made, although it is said that no damage has been reported from the east.

The official statement reads:

"A number of hostile airships crossed the east coast between 9 o'clock and midnight. A few bombs were dropped near the coast, but no damage is yet reported."

"The raid is still in progress and some airships are in the vicinity of London, where some guns have been in action."

An airship is reported brought down in flames north of London."

## BOMBS DROPPED ALONG COAST

### No Report Yet of Damage in Fourth Attack in Month.

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## NEW LEMBERG DRIVE BEGUN

### Russians Capture 4,000—Pierce German Lines and Aid Rumania.

London, Oct. 1.—The Russian drive for Lemberg is in full swing again. Both from the northeast, along the railway from Brody, and from the southwest, along the railway from Brzezany, Brusiloff's troops are pushing forward toward the Galician capital.

In both thrusts the Czar's forces made substantial progress to-day and captured more than 4,000 prisoners. On the Brody-Krasne line they fought their way forward for a considerable distance, while near Brzezany they succeeded in winning heights on the right bank of the Zlota Lipa.

Mence Falkenhayn's Drive.

The new Russian offensive comes at a time when Falkenhayn was preparing for an invasion of Rumania from the Transylvania line. Reports from the front indicate that many German troops have been withdrawn from the Eastern front to the Hungarian front. Falkenhayn's success in the three day battle was due largely to the Russian line had been weakened by withdrawals to another front. Falkenhayn's counter blow in Hungary apparently has given Brusiloff this opening, and he has resumed his offensive.

The effect of the renewed drive undoubtedly will be felt on the operations against the Rumanians. Military observers here say it means that troops sent into Hungary must be drawn back once more to Galicia. And that, in turn, may open the way for a new blow by the Rumanian army. The problem of withdrawing synchronized Allied drives once more confronts the German staff.

Aim at Zlota Lipa.

Halicz, the gateway to Lemberg, is still held by the Teuton, strongly entrenched behind the Gnita Lipa line. Further east lies the Zlota Lipa line, the gateway to Lemberg. But for thirty miles north of Brzezany the Teutons still hold the Zlota Lipa line, and a thrust for Halicz always carries with it a threat to the Russian flank.

Brusiloff's strategy now seems to contemplate the capture of Halicz by a flanking movement, instead of a frontal assault along the Zlota Lipa line. The first requisite for this effort is the winning of the whole Zlota Lipa line.

Both assaults begun to-day are efforts toward this end. Once that line is carried by the Russians the Teuton forces must fall back to the Gnita Lipa front. The Czar's forces will then be in position to drive in a wedge between Lemberg and Halicz.

## TWO OLD WOMEN DIE IN BROOKLYN BLAZE

### Fireman, Unconscious, Saved After He Rescues Resident.

Two old women who had lived for years on the top floor of a three-story frame house at 491 Bergen street, Brooklyn, were found dead in their rooms last night after a fire which filled the structure with smoke. Beyond the fact that their names were Sarah Veeder and Caroline Cutbush and they were about seventy years old, other boarders in the house knew nothing of them.

Mrs. Theresa Leveridge, owner of the house, who lives on the first floor, was out. John McCullough, who also lives on the first floor, discovered the fire. It was blazing fiercely in the hall and on the stairs.

All escape from the upper floors was cut off until the firemen arrived with ladders. Patrolman Edward Delany and Fireman William Quigley carried the two women down from their rooms. The fireman carried the women from his second-floor room. Delany returned and found Quigley, who had preceded him, was knocked out by the fire smoke. The patrolman carried the fireman down. Both Quigley and Shay were revived by an ambulance surgeon. The house was damaged to the extent of \$1,000.

## Heywood Broun

"Water," said Heywood Broun the other morning, "has certainly been flowing under the critical bridges these last few years." So also has it been flowing under the critical bridges. It is one Heywood Broun who has contributed largely to the phenomenon.

There is a freshness and sparkle to his comments that make them more than just intelligent reviews. And if we would continue the metaphor of water, we might characterize his criticisms as being more like eau de vie. Try it as an eye-opener this morning. Page 7.

## War Office Accounts of Fighting in East

Petrograd, Oct. 1.—To-day's official report says:

In the region south of Riga a German aeroplane, hit by our artillery, fell into the enemy line.

In the neighborhood of the Brody-Krasne railway line (Krasne is thirty miles northeast of Lemberg) and to the south thereof fighting is taking place, our troops forcing their way forward. The enemy is offering stubborn resistance. We captured fifty-nine officers and 1,928 men.

Fighting is proceeding in our favor.

## British Are Satisfied with Gains on Somme

### Gen. Maurice, of Imperial Staff, Says Germans Know Power Is Past Zenith—Shows How Attacks Are Now Winning More at Lower Cost.

By ARTHUR S. DRAPER.  
[By Cable to The Tribune.]

London, Oct. 1.—"We are perfectly satisfied. The fighting is going well for us at all points. The tide has turned strongly against the Germans. They realize they are past the zenith of their power. But their resources are still great and the end is not yet in sight."

Thus Major General F. B. Maurice, chief of military operations of the British Imperial Staff, summarized for me to-day the situation in the great war, and particularly on the Somme front. I saw him in his room at the War Office, which is papered with maps on a scale so large that practically every tree, boulder and puddle immediately before the British lines is shown.

Command Whole High Ground.

By means of a topographical map he first showed how the British now command the whole of the high ground from Thiepval to Comblès, emphasizing its importance for observation purposes, especially in the autumn, when the aeroplane work is handicapped by weather conditions.

Then he referred to one of the wonderful British maps, showing the trenches and fortifications. When the offensive began the British had to break through a series of trenches which on the map look like a mass of red veins, growing less and less congested the further they were from the main artery of the original German line.

"The end is not yet in sight," said General Maurice, "but we are now getting interest on the capital we invested during July and August. Our superiority in heavy artillery and in the air is constantly increasing. We are nowhere near our maximum."

Germans Showing Strain.

"The Germans are not at all happy; they are suffering from the strain just as we did when we were hanging on at Ypres; but then we had the support of knowing that our potential resources were great. You

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## VERDUN IRON VETERANS HOLD OWN ON GRIDIRON

### Beaten by Single Point by French Football Team.

Paris, Oct. 1.—Fresh from the battlefield, eleven men of the 20th Army Corps, which has distinguished itself through the war, and particularly at Verdun, played football to-day with the team of the Association Sportive Française before a crowd of twenty thousand.

The 20th Corps includes what is called the "iron division," composed largely of Parisians, among whom are some football stars. Though it had less than two years since they had played the soldiers, while unable to score, held their well trained advantages to a single point.

## WILSON'S NAME HISSED AT MEETING OF IRISH

### O'Leary Fails to Appear to Talk on Controversy.

Hisses greeted references to President Wilson as "the man whose proud boast is that he has kept the country out of war" at a meeting held last night in the Garden Theatre by the arrangements committee of the Irish Relief Fund Bazaar, to be held in Madison Square Garden this month. At every mention of England the crowd which filled the building broke out in cat call.

Jeremiah A. O'Leary, from whom President Wilson said he would be "mortified" to receive a ballot, was to have been the principal speaker and was expected to make his controversy with the Executive the subject of his talk. Business engagements detained him in Chicago, it was said, when he did not appear at the meeting.

John J. O'Leary, president of the bazaar, acted as chairman, and the speakers were Alphons G. Koelbe, Peter Golden, the Irish poet; Nora Connolly, daughter of James Connolly; Miss Sidney Gifford and John Devoy.

The effect of the renewed drive undoubtedly will be felt on the operations against the Rumanians. Military observers here say it means that troops sent into Hungary must be drawn back once more to Galicia. And that, in turn, may open the way for a new blow by the Rumanian army. The problem of withdrawing synchronized Allied drives once more confronts the German staff.

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## STRIKERS RETURN TO WORK TO-DAY AT \$2.50 A DAY SCALE.

An agreement was effected yesterday by Father William J. Stewart, managing director of Calvary Cemetery, with the 129 grave diggers who went on strike on Saturday for an increase in pay of 25 cents a day. The men were receiving \$2.25 a day. Nearly fifty burials set for yesterday and Saturday were delayed by the strike, the bodies being placed temporarily in vaults.

Father Stewart will put the caretakers, gardeners and other abode-bodied men to work to prepare for nearly one hundred burials to-day. The grave diggers received an increase in pay last spring, but Father Stewart said he was willing to take a just view of the situation as to increased rent and cost of food and agreed to raise the scale to \$2.50 a day.

## ALONE IN THE PARK, GIRL TAKES POISON

### Tired of Living, She Declares, but She Will Not Die.

Many couples strolled near the East Drive in Central Park last night and many more sat close together on the benches. Regina Hersh, who had gone up all the way from the lower East Side, walked alone. When she had reached a point opposite East Sixty-second Street she took a bottle from her handbag and drained it. The bottle had contained iodine.

Regina, who is nineteen, was unconscious when some one brought a policeman, but at Flower Hospital it was said her pain was greater than her danger of dying.

The girl said later that she lived at 62 Lewis Street, and took the poison because she was tired of living.

## Somme Town Falls; Tanks Aid in Rush

### Eaucourt L'Abbaye, 3 1/2 Miles from Bapaume, Seized.

## LE SARS IN PERIL; FRENCH ADVANCE

### British in 2 Weeks Take 30 Cannon; 26,000 Men Captured Since July 1.

London, Oct. 1.—Haig's troops smashed their way forward along a two-mile front to-day, carrying the village of Eaucourt l'Abbaye, three and a half miles from Bapaume. Thus the British have extended their hold on the Albert-Bapaume road, putting Le Sars in peril, and moved closer to the national highway from Bapaume to Peronne. Le Transloy, which lies just off the road, is under fire.

The "tanks" played a prominent part in to-day's battle, clearing the trenches after the infantry had advanced beyond. The effectiveness of the armored cars is commented upon in General Haig's report.

French Advance on Sailly.

Meanwhile, the French are pushing steadily northward along the Bethune road, moving toward Sailly and seeking to link up their line with the British.

The success that has attended the British thrusts of the last fortnight is indicated by the fact that they captured twenty-four field guns and six smaller guns in that period. Since the beginning of the Somme drive on July 1 they have taken 26,800 prisoners.

Along the British front heavy fighting is unabated. From the Thiepval sector to Sailly, on the Bethune road—a front of more than ten miles—attack and counter-attack come in swift succession.

Since the capture of Thiepval, the British have been under heavy German fire, but despite the stubbornness of the enemy they have succeeded in strengthening their hold on this important position.

Near the Stuff redoubt the Germans were driven from more ground, while the British now occupy a line of nearly all the Schwaben redoubt. This gives them control of practically all the high ground between the Somme and the Ancre.

Squeeze Ancre Position.

The British advance to-day, in the centre, in conjunction with the thrust northward from Thiepval, seeks to drive the Germans from their position in front of the Ancre.

The French, meanwhile, are closing on Sailly. They gained more ground to-day in the Ancre sector, bringing them less than half a mile from the Bethune road where it passes through Sailly. Once this position is cleared the way will be open for straightening the whole north and south line to Le Transloy.

In Artois and Flanders the British are harassing the Germans with numerous night raids and patrol engagements. Sixteen of these incursions were made between Ypres and Neuve Chapelle last night. They may be the forerunners of an extension of the offensive north of the Somme.

The Germans, by way of a diversion, attempted two attacks to-day on the Champagne front, the scene of the Allied offensive in September, 1915. A curtain of fire halted the first and the second was stemmed almost before it left the trenches.

## West Front Fighting Told in Official Reports

### London, Oct. 1.—An official report at midnight says:

Sunday afternoon, south of the Ancre, our centre attacked and captured the whole of its objective on a front of 3,000 yards, from a point east of Eaucourt l'Abbaye to the Albert-Bapaume road, northeast of Destomart Farm. The village of Eaucourt l'Abbaye is reported to be in our hands.

Further east we pushed our outposts well beyond the original front line. More than 200 prisoners have already been taken, and our casualties up to the present are small.

In this action the new armored cars have done valuable work in clearing the enemy trenches behind the infantry advance.

The village of Transloy (north of Morval) was effectively bombarded by our artillery and an ammunition dump blown up.

On Saturday two aeroplanes were successfully bombed by our aeroplanes, and at least one machine was destroyed. In the fighting over this front four enemy machines were brought down. One of our machines is missing.

Enemy troops and transports were repeatedly attacked from the air with machine gun fire, and in one instance several hundred infantry were dispersed.

Since September 18 we have taken between the Ancre and the Somme twenty-four field guns, three field howitzers and three heavy howitzers.

From July 1 to September 30, in the same area, we made prisoner 588 officers and 26,147 other ranks.

An earlier report says:

During the night some progress was